

COLUMBIA LEADING.

First of the Cup Yacht Races an Exciting Contest.

SHAMROCK BEHIND 'T THE START.

Not Likely to Finish Within the Time Limit.

BRITISH BOAT OUTPOINTED.

Good Wind of the Morning Decreases to Eight Miles an Hour Before Noon—Gathering of the Excursion Fleet—Opposing Crews Cheer Each Other Before Their Departure for the Stakeboat.

SANDY HOOK, Sept. 26.—The first of the international races for the America's Cup is being sailed today, and is an exciting one. The Columbia crossed the line twelve seconds ahead and apparently to windward.

The wind is about seven knots and fluffy, and the sea a heavy, rolling one, greatly retarding the progress of the yachts. It was feared by many at 1:30 this afternoon that the yachts could not finish in the time limit. At that time Columbia was apparently not over 20 yards in the lead. Both boats were near the stakeboat at 2 p. m., and Columbia was in the weather position.

At 2:05 it appeared that both yachts were still on the starboard tack, heading in shore. Columbia had left Shamrock a considerable distance behind and still had an extra advantage in maintaining the windward position. The Shamrock pounded heavily in the sea while Columbia rode more smoothly. Columbia seemed to be trying to reach the stakeboat on this starboard tack. From the rate of speed both yachts were making it was figured both yachts would not round the stakeboat before 3 p. m.

At 2:35 p. m. the yachts had not turned the outer mark. If they do not turn soon, there will be no race, as the wind is hardly strong enough to bring them in by the limited time.

The Columbia was the first to reach the starting point at Sandy Hook lightship, arriving there at 10:30 o'clock. No effort was made to get on the defender until she was within half a mile of the lightship, but five minutes after her arrival the big mainsail was hoisted, followed fifteen minutes later by the club topsail. At this time the Shamrock was about half way out to the start, still in tow, and diving into the long swell with the water dashing in sheets from her bow.

Before either of the yachts had reached the start, the wind had fallen slightly and the white caps of the early morning had disappeared. The wind, however, gave no signs of shifting and at 10:30 was holding well from the northeast.

The Columbia swung away from her tow at 10:35, going off on the first tack, but almost immediately heading around for the lightship. The Shamrock followed five minutes later and at 10:45 both boats were standing off and on around the lightship under three lower sails and club topsail.

Both yachts were ready for the race some time before the vanguard of the excursion fleet arrived at the lightship. But at 11 o'clock the majority had put in an appearance and the balance were not far behind. The fleet was not as large as on the first day of the races two years ago, although there were probably 200 yachts of various kinds about the starting point.

At 10:30 the judges' boat at the lightship had signaled a course east by north, meaning fifteen miles to windward and return. The wind at that time was not more than eight miles an hour.

The preparatory gun was fired at 10:55 and at 11:00 the warning was given, both yachts being close together and standing to the north.

The Start.

The official time of the start was: Columbia, 11:10:00; Shamrock, 11:11:00. When the starting gun was fired the Columbia was headed north. She set her baby jib topsail and the Shamrock followed suit. Shamrock was also heading north, but went about and headed nearly south on the port tack toward the line about 11:15:00. The Columbia followed her at 11:11:00 and both boats made for the line. Shamrock was throwing considerable spray from her lee bow. They crossed the line on the port tack.

In the first five minutes of the sailing, the American boat seemed to hold the Shamrock in good shape, but after that the Shamrock began to go away and at 11:20 it looked as if she might be able to force the Columbia about when she came round on the starboard tack. The wind had fallen off to about seven knots and the yachts were moving very slowly. Both boats were under mainsail, fore, jib, club, and topsail.

Shamrock in the Lead.

The Shamrock pulled away a little from the American boat, and gradually increased her lead until at 11:25 o'clock, she was apparently half a minute ahead of the American flyer. Her immense spread of canvas seemed to bear her on almost as fast as the wind itself. After they were around and bore off on the starboard

tack toward Long Beach, the Columbia held the Shamrock well.

The excursion fleet, which was spread out in a V behind the starting line before the start, fell behind the racers after the contest began. After the two racers went about, the excursion fleet was strung along well to windward and behind the yachts. They were easily keeping the required half mile away from the racers and allowed a perfectly clear field for the sport.

Crossed Shamrock's Bow.

The Columbia went about on the port tack again at 11:30. She had been outpointing the British boat in a remarkable manner and to the delight of the thousands on the excursion fleet, Capt. Charles Barr was able to cross the Shamrock's bow. The Shamrock kept her course and after a short tack to port for three minutes the Columbia wore away sharply to starboard. She was well to windward of the Shamrock and in a fine position.

The American beauty continued to outpoint the British boat on this tack. The two of them were sailing so fast that the excursion fleet was left well behind and there was plenty of open water on all sides of the yachts.

Both yachts were apparently beating very close into the wind. The American boat began to outpace her rival on this tack and slowly increased the open water between them. The yachts were now easily distinguishable from the Jersey shore on account of the Shamrock's over-towering spread of canvas and the contrast of the Columbia's pure white sails with the Shamrock's yellow canvas.

Both yachts went about, wearing away on the starboard tack at 12:21. The Columbia had gained much to windward. In the meantime and as the two boats were around it was evident that the American boat had an excellent windward position. Her fine work in the wind had enabled Captain Barr to gain to the windward of the Shamrock on every tack. The Columbia also got about quicker than the Shamrock.

Columbia Forces the Tacking.

The Columbia was forcing the tacking. At 12:45 she went on the port tack and the Shamrock followed shortly afterward. Shamrock only held this tack for two minutes, however, when she made away on the starboard tack again, while the Columbia held her course on the port tack for five minutes longer before going about.

At 12:51 Shamrock put on her starboard tack, the two thus separating for the time being. Shamrock went about to port tack at 12:58 and made off again after the Columbia, both heading off shore.

At 1:22 Shamrock came about and stood in shore on her starboard tack. Columbia did likewise. Thirty seconds later Columbia was to windward, but Shamrock was so much further in shore that from there it was impossible to tell accurately whether Shamrock made any gains. It seemed at one time that Shamrock gained by spitting tacks, but neither had tried to pass the other's prow since Columbia passed in front of Shamrock early in the race.

It looked as though the yachts could not turn the stakeboat before 2:30 p. m. The Columbia appeared to be leading at 1:30 p. m.

Before the Race.

At dawn this morning the wind came from the northeast with a velocity of twenty miles an hour and made the hearts of Columbia supporters feel glad, but gradually the strength decreased and by 7 o'clock it had gone down to only about ten miles an hour. The weather was pleasant and crisp, a few white caps crowned the waves, and a long swell came in from the east, causing a moderate surf on the ocean beach. The yachting fleet put out their anchor lights and sent the anchor watch below and work for the day's battle commenced.

Columbia's crew were the first to go on board and prepare for the race. Cots, bedding, and clothing were taken aboard her launch and taken to the floating boarding house, the Park City. Things grew livelier after a while, Shamrock and Erin's people also awakened and went to work, and on the other vessels of the fleet the people came on deck taking a look at the weather and at the two big sloops on which the eyes of the whole world are centered.

The big steam yacht American joined the fleet yesterday evening and the lights on all the vessels made it appear as if a floating village was anchored a short distance off the Government wharf. Under the Atlantic Highlands, off the yacht club station, another half dozen steam yachts were anchored, all making ready for the day's sport. Sailing yachts, large and small, began to get under way and commenced to make progress down the bay and out toward the lightship, so as to be in time for the start.

Columbia's men had the cover off their mainsail before 7 o'clock. The jib had been set in stops, and the club topsail was being made and it looked as if she intended to take a spin after breakfast before the race was called. The preparations on the Shamrock had not advanced any at this time, and the most of her crew were still on the Porto Rico, taking things easy and getting all the rest they could.

The air was crisp and only a slight haze obscured the horizon. There were plenty of white caps on the waves and the twenty-knot breeze made things lively. The wind held strong from the northeast until after 7 o'clock and then began to drop until at about 8 it was blowing at twelve knots an hour. The weather sharpens were out in force and were scanning the horizon for portents at an early hour.

The drop in the wind was rather unexpected and as it held at twelve knots great satisfaction was expressed. The Columbia's admirers were especially

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Clean Well Dressed Lumber Always ready to go, at 4th st. and N. Y. ave., and 12-13th st. and N. Y. ave., and 12-13th st. and N. Y. ave.

pleased, as they knew she would give a good account of herself in a stiff wind. To the west and south the sky was banked with light clouds in the early morning and the weather-wise construed them as positive indications of a continuance of the wind and consequently of a good race. Every boat in the Horseshoe had someone on early, scanning the sky and taking count of the velocity of the wind.

Shamrock Breaks Out Colors.

The Shamrock lay a space to the east of the Columbia and more inside of the bay. Her crew was transferred to her from the tender Porto Rico almost as soon as the American boat's crew boarded her, and at 7:55 the Shamrock's jib, mainsail and club were put up in stops. Colors were broken out on Sir Thomas' fleet at 8 o'clock sharp. The tug James A. Lawrence, which was to tow the Shamrock to the starting line, came alongside of the Shamrock at 8:15 and took a position near at hand.

Captain Sycamore sent the Shamrock's flag aloft at 8:30 o'clock. It was a new silk one, and as it stood out straight at the masthead the Shamrock, set in a field of yellow bordered in green, gleamed in the sunlight, and a cheer went up from the crew.

Captain Barr a few minutes later sent up the burgee of the New York Yacht Club, and then the crews cheered each other.

E. D. Morgan went on board the Columbia before 9 o'clock. Manager Jameson and Designer Watson reached the Shamrock at about the same time.

The tug Wallace B. Flint steamed up to the Columbia at 9 o'clock and a tow line was attached. At 9:15 she left her anchorage and started out to sea. Two minutes later the Shamrock followed, towed by the tug James A. Lawrence.

The neighboring craft saluted the racers as they started for the lightship. The two boats were towed slowly out past the Hook. The Shamrock made a wide swing and passed the point five minutes after the Columbia.

The Columbia continued out under tow and raised none of her sails. The Shamrock hoisted her mainsail as she passed out by the Hook, remaining in tow of the Lawrence, however. The stakeboat Luckenbach passed the Columbia, going out, at 9:25 o'clock.

The Shamrock began to send her club topsails up in stops at 9:30 o'clock and was making rapid headway out to sea. The great mainsail of the Shamrock caught the eye of the watchers on shore and excited their admiration. As the racers passed out to sea, the first of the excursion fleet made its appearance. The Victor, carrying guests for the Erin, arrived at the Hook at 9:25 o'clock. The Park City, Columbia's tender, passed out after the Shamrock.

The Victor, with the guests of Sir Thomas Lipton, transferred them to the Erin at about 9:30 o'clock. The Erin then started after the Shamrock.

Sir Thomas on the Erin.

It had been Sir Thomas Lipton's intention to sail in the races on board of the Shamrock, but this morning he concluded that his leg, which is still lame from a recent fall, would prevent his taking an active part in the management of the boat, so he remained on the Erin. On board the Shamrock were W. Butler Duncan, Mr. Jameson, and Mr. Ratsey.

As the club topsail of the Shamrock was set and the whiff filled the sails, they seemed to set perfectly. Not a wrinkle could be detected and the challenger glided smoothly through the water. A host of sailing craft of all descriptions crowded about her and accompanied her out to sea.

The Erin weighed anchor at 9:40, and made preparations to follow Shamrock. Columbia passed the bar at 9:55 without having broken out any of her sails. The fleet of excursion boats was well under way by 10 o'clock and the Main, Swash, and Ambrose channels were crowded by steamboats and tugs of all sizes and descriptions. The fleet of revenue cutters and patrol boats preceded the excursion boats.

The Excursion Fleet.

The steamboat Albertine, which passed out at 9:45, was crowded to the rails with sightseers. The Chester W. Chapin, carrying the members of the New York Yacht Club, passed out at 10 o'clock.

Among the yachts that passed out after the challenger were: Julius Fleischman's Hawatha, Anthony J. Drexler's Margareta, Howard Gould's Niagara, Eugene Higgins' Varma, J. Pierpont Morgan's Corsair, Robert W. Carson's Marietta, Charles Fletcher's Seneca, Perry Belmont's Stanella, Edward Clinton Lee's Sagamore, Henry W. Rogers' Kanawha, E. C. Benedict's Onida, and P. A. Widener's Josephine.

It was 10 o'clock when the first excursion steamer passed the Hook and then began a splendid procession of beautiful yachts and big excursion boats.

WAGERS IN LONDON.

Columbia a Favorite Among Merchants and the Clubs.

LONDON, Sept. 26.—Many bets were made in the city and at the sporting clubs today on the result of the yacht race. Despite the optimistic cables from America about Shamrock's chances, Columbia was the favorite in the city, the merchants offering 10 to 10 on the defender, while at the clubs 5 to 4 was freely laid on the American boat.

The employees of Lipton, Limited, sent the following telegram to Sir Thomas Lipton: "That you may bring back the Cup is our heartiest wish."

A LONDON-BRUSSELS CABLE.

Work on a New Telephone Line to Begin Tomorrow.

LONDON, Sept. 26.—The first cable for a telephone line between Brussels and London will be laid tomorrow. The distance is 220 miles, 55 of which will be under water.

The cost of the construction of the line will be £28,000.

Lady Curzon Leaves London.

LONDON, Sept. 26.—Lady Curzon, wife of the Viceroy of India, who has been here for the benefit of her health, left for India this morning.

Prompt Lumber Delivery always by Frank Libbey & Co., and white pine doors, etc.

FACTS KEPT FROM SCHLEY.

Captain Wise Admits His Failure to Report to Superior Officer.

He Relied Upon Captain Sigbee, He Testifies, to Transmit Orders Received and Give the Results of Reconnoitering—Nothing to Prevent Signaling to the Flagship, Dupont's Commander Tells of Taking Despatches to the Brooklyn.

The principal point brought out today at the Schley Court of Enquiry, and it was repeatedly to the applicant, was the fact that Captain Wise, who commanded the Yale, did not communicate to Commander Schley the information which he had when he came up to the Flying Squadron in the retrograde movement from Santiago. He did not report to him the nature of the despatch from the Navy Department he had received at Cape Hatteras, and he did not make known to the commander of the squadron the result of his observations while reconnoitering for a week in front of Santiago.

His explanation of this was that he had given all the information he possessed to Captain Sigbee, of the St. Paul, who went aboard the flagship, and that he had been diverted from going up to the Brooklyn by the orders he had received to take the Merrimac in tow. These facts were brought out under the cross-examination of the witness by Mr. Rayner. Captain Wise admitted, however, that he had signaled several times to the Brooklyn regarding the cutter and that at one time the Brooklyn had signaled to the Yale to come within hailing distance.

Captain Wise's testimony was concluded, and two other witnesses were placed upon the stand. The evidence given by William C. Gray, a marine, was brief, and tended to show that the engines on the Texas were reversed. Rear Admiral Cotton was also placed upon the stand to correct his testimony of yesterday, and was also questioned briefly in regard to points omitted in his original statement.

Leut. Spencer C. Wood, who commanded the Dupont, was upon the witness stand when an adjournment was taken, because of Judge Wilson's funeral this afternoon.

The attendance today was somewhat less than usual, owing presumably to the fact that the session was to be held in the morning. When the court opened at 11 o'clock, Mr. C. Claxton was recalled to the stand to make any corrections necessary in his testimony of yesterday. He found no errors in the report.

Captain Wise Recalled.

Capt. William C. Wise, in command of the scout Yale during the war, who was on the witness stand when the adjournment was taken yesterday, was then recalled. Captain Wise said that when he came up to the Flying Squadron off Santiago, with the Yale, on the morning of May 27, he had been ordered to take the cutter to the Flying Squadron and to give him the despatches which he had received from the Brooklyn.

"I asked if I should call off," he said, "and received the order not to do so. About 8 o'clock the Texas came alongside the Merrimac to call."

He reported two days at full speed and four days at moderate steam. Speedy then sent him a despatch, he said, to be filed at Port Antonio, and told him to proceed there and thence to Key West via Cay Francis, at which latter place he might find Sampson. The Yale did find Sampson there and was placed under his orders.

"How long was the breaking of the hawser due to tempestuous weather?" A—It was not.

"How long was the line and hawser handled?" A—With small boats.

"How long was the Texas alongside the Merrimac for coal while in tow of the Yale?" A—For half an hour or so.

In answer to questions the witness said he had given Schley no information concerning the result of his observations and that he had communicated through Captain Sigbee, of the St. Paul. The witness received orders, he said, to take the Merrimac in tow and Sigbee took aboard the flagship. He thought Sigbee would report all necessary information.

The witness said he reached Santiago on the morning of May 22, and reconnoitered with the Harvard, St. Paul, and Minneapolis. He could not see in the harbor at all. He did go, however, one military mast which rose up in sight.

Mr. Rayner—Did you send anyone ashore to establish communication?" A—No.

Q—You reconnoitered and went in as close as possible, and you saw nothing?" A—Yes, sir.

Q—How close were you to the Merrimac when you saw her?" A—About a mile.

Q—Did you ever give any signal to the Brooklyn?" A—No.

Reported Only to Sigbee. Captain Wise was then asked a time when you could not have communicated to the flagship anything concerning the presence of the Spanish fleet?"

A—I did, through Captain Sigbee. He was aboard the flagship and he was in possession of all the information which I had.

Q—Notwithstanding the fact that you have given any information which you were given, and that you saw the Merrimac, did you not see the Spanish fleet?" A—I officially reported to Captain Sigbee. The commander of the fleet directed me to take the Merrimac in tow.

Mr. Rayner read from the press copybook of the Brooklyn a letter sent by Schley to the Navy Department, in which Schley said Captain Wise had reported that both his observations and his information tended to show that Santiago Harbor was strongly fortified. This letter was offered in evidence, and immediately followed Mr. Hannu's testimony.

\$1.00 Excursion to Fredericksburg, Winchester, and Winchester. From Baltimore and Ohio R. R. station, 7 a. m. Sunday, September 29. Returning leave Hagerstown and Winchester 6 p. m. and Frederick 7 p. m. same day. Train stops at intermediate stations.

such report to the commander-in-chief of the Flying Squadron?"

A—I did not.

No Reason for Not Signaling. Mr. Rayner read from the log books of the Brooklyn and the Yale showing that at one time, while the latter vessel was at the Merrimac in tow, the Brooklyn signaled to her to come within hailing distance. He then asked:

Q—Was there anything, when you had the Merrimac in tow, to prevent you from signaling to or communicating with the flagship any information you had regarding the presence of the Spanish ships in Santiago?"

A—I gave all the information I had to Captain Sigbee and supposed, of course, he would make full report.

Q—You don't answer my question. Was there anything to prevent your signaling any information you had?"

A—No, I don't suppose there was.

By the Court: Q—Did the batteries at Santiago fire on the Yale while she was reconnoitering?"

A—No.

Q—Who was the senior officer at Santiago prior to the arrival of the Flying Squadron?"

A—I was, until Captain Cotton reached there. Then he was. When he left I was the senior officer on the Brooklyn.

Q—Did you or did you not direct Captain Sigbee to give to Commander Schley the information that you had received from the Navy Department with regard to the whereabouts of the Spanish fleet?"

A—I did not.

Rear Admiral Cotton was recalled and went over his testimony of yesterday very carefully, making a number of minor corrections, most of which had any material bearing on the case. His alterations did not affect the substance of his statement to the court yesterday.

Cotton's Conversation With Schley. After he had concluded making the corrections, in answer to questions from the Judge advocate, Rear Admiral Cotton said he had returned from Kingston on May 21, and had delivered several despatches to Commander Schley.

Captain Lemay—Did you go on board the flagship?"

A—I did.

Q—State, as near as you can recollect, what conversation, if any, you had with Commander Schley at that time.

A—He said that some of Cervera's ships were in Santiago, that at least one of them was in sight. He said also that this is his language as nearly as I can recall it—"After dinner I am going to hold that on board the Massachusetts and take her and the Iowa and go in and have a shot at those fellows."

Q—There was of course some further conversation, but I cannot now recall the words, but aside from the subject I have mentioned, what other subjects were discussed?"

Rear Admiral Cotton was excused and William C. Gray, a marine, came aboard the Texas at the battle of Santiago, was next called. In answer to questions he stated this fact to the court and also that he was now attached to the Lancaster.

Capt. Lemay—Did you report on the morning of the 23 of July, the day of the action with Cervera's fleet?"

A—In the starboard engine room of the Texas.

Q—How long were the engines reversed?"

A—A very short time. I dare say they did not make 100 revolutions.

By Captain Parker—How many revolutions were you making when you were going ahead?"

A—Oh, probably about 60.

The witness was not further cross-examined.

The Dupont's Commander Called. Leut. Spencer C. Wood, who commanded the Dupont, was the next witness. In answer to questions propounded by the Judge advocate the witness told about coming up to the Flying Squadron on the morning of May 27, and taking on coal there.

Captain Lemay—Did you report on board the flagship?"

A—I did. I went on board personally and delivered the despatches which I had.

Q—State what occurred and what conversation you had with the commander of the Texas?"

A—Commander Schley asked me what Sampson's idea was as to the whereabouts of the Spanish fleet. He told me that he thought Cervera was there, that he had heard firing, and that he was at the headquarters of the Flying Squadron. The conversation with me was along the line of finding out what Admiral Sampson's plans were, and could give him the information.

Q—Were did the interview take place?"

A—In Commander Schley's cabin. I told him I must have some coal. He hesitated some time, but finally he said, "I will get it. I told him I must have it, that it was absolutely necessary. He said very well, he would see to it."

Continuing, the witness said that some coal was taken on board his ship later.

Q—Did anything else occur?"

A—I had never seen Commander Schley before. He appeared to be nervous. He got up and walked about, and seemed to be very much excited. Sampson's plans were discussed.

Burton is a close personal friend of ex-Representative Peters, whose name has been mentioned in connection with the office of Pension Commissioner.

The Senator would not commit himself respecting ex-Representative Peters' candidacy for the position of Pension Commissioner, but admitted that his final conclusion had been reached.

Marion Erwin, of Macon, Ga., and E. I. Johnson, of New Orleans, who several days ago recovered at Huntington, W. Va., \$200,000 of the funds embezzled by Capt. O'Brien M. Carter several years ago, paid the President a social call today. He departed Mr. Erwin stated that the Government had now recovered over \$200,000 of the \$220,000 alleged to have been stolen by Carter.

THE PRESIDENT KEPT BUSY.

He Discusses Public Affairs With White House Callers.

There was little variation from the routine of the past week at the White House today. The President did a large amount of work and received many callers. He appeared to be in splendid health and was elated at the arrival of part of his family by last night. Most of the callers came merely to pay their respects to Mr. Roosevelt.

The family breakfasted about 8 o'clock. Mrs. Roosevelt and the children, Kermit and Ethel, remained at the White House all morning. Mrs. Roosevelt displayed a keen interest in all matters pertaining to her new home. The children played in the rooms used for living apartments and for a little while romped on the lawn at the rear of the White House. They are the admired objects of all attaches, who are highly pleased at their advent.

Next week, Miss Alice Roosevelt, who will work the period of official mourning expires, assist her mother at social functions in the White House, is expected to arrive, together with Archibald, Quentin, the lady, will remain at the Roosevelt home, "Sagamore Hill," Oyster Bay, for the present. Theodore, Jr., will in a day or so enter school at Groton, Mass. Arrangements will be made for the other children either to attend school in Washington or to receive instruction from tutors at the White House. It is said that the President fears the effect upon the children of too much publicity.

Representative Richardson of Tennessee, was one of the early callers at the White House today. He merely paid his respects to the President. He is in Washington on business connected with the Scottish Rite Masons. Frank W. Hackett, Assistant Secretary of the Navy, was in consultation with the President regarding business connected with the Navy Department. Rear Admiral Robt. D. Evans also had a few minutes' talk with Mr. Roosevelt this morning.

John Barrett, ex-Minister to Spain, and now one of the representatives of this Government to the Pan-American Congress, called and discussed briefly with the President the questions that he considered at the congress, which will convene in the City of Mexico on October 22. The United States delegation will meet informally in this city on Tuesday and will be received at the White House on Wednesday. Then the delegation will start for Mexico.

The President is taking a deep interest in this important conference between representatives of nations of the Western Hemisphere. Reciprocity will be a topic given considerable attention by the congress, but not so much probably as will the question of arbitration. The establishment of an international court of claims will be discussed at length. When the congress adjourns it is likely that some definite plans will be matured regarding this matter.

Commercial relations are to be foremost in the deliberations of the congress. An effort will be made to secure better steamship connections between the two coasts of the United States and the principal ports of South American countries. Probably next in importance will be the question of international sanitary and quarantine laws. Yellow fever is the disease most to be guarded against. Although it has not, in this particular connection, been discussed, it is not improbable that methods of restraining disease will come up for consideration. In the propaganda of the "reds," South American governments have ever had a menace.

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